

## **PROPOSAL SUMMARY**

### **ANTIOCH - BRENTWOOD JOBS OPPORTUNITY ZONE**

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#### **LOCAL INCENTIVES**

The Antioch-Brentwood Jobs Opportunity Zone proposal lists a number of local incentives that the proposed Zone would be eligible for, including:

- Master/Specific Plan for employment uses in the Zone
- Program and project specific EIRs for targeted employment uses
- Reduced, deferred, or waived impact and processing fees
- Streamlined application package/review process
- Financing districts established for infrastructure
- Commitment of local funds for infrastructure
- Accelerated transportation projects
- Development impact fee/bond financing for transportation improvements

#### **ZONE CHARACTERISTICS**

The proposed Jobs Opportunity Zone comprises 500 acres across Antioch and Brentwood and is planned and zoned for urban development. The proposed Zone straddles the border between Antioch and Brentwood, and is roughly equidistant from the centers of these fast-growing bedroom communities. The principal barriers to development of the proposed zone are related to marketing, economics, and the completion of the Highway 4 bypass.

#### **EXISTING JOBS/HOUSING IMBALANCE**

The Cities of Antioch and Brentwood currently have a **0.6:1** jobs/housing ratio, compared to a goal of 1.5:1. The majority of local jobs are in “blue collar” sectors, while the majority of the housing demand and commuting population is in “white collar” sector jobs.

The proposed Jobs Opportunity Zone is near residential areas with a range of housing densities and prices. There currently exist road and transit connections from residential areas to the proposed Zone.

#### **DEVELOPMENT PROPOSAL**

An evaluation of the development envisioned for the proposed Jobs Opportunity Zone finds that:

Proposed land uses in the Antioch portion of the Zone include: a 98 acre business park, 30 acres for large market retail uses, 42 acres for regional retail and/or employment, an 11 acre retail district, 24 acres of community retail anchored by a supermarket, and 11 acres for a proposed county judicial center.

The Brentwood portion of the Zone would be comprised of 91 acres of retail commercial and 164 acres for a business park.

Both Antioch and Brentwood are within the service area of Tri Delta Transit, which operates an extensive system of bus routes throughout eastern Contra Costa County. They have also expressed an interest in providing a shuttle service to serve the interior of the project area. In addition, the BART District operates an express bus service to the Concord BART station, and has proposed extending e-BART to the Antioch portion of the Zone.

The Antioch project will incorporate bus transit stops on major arterial roads, and both Cities have proposed improved bike and pedestrian measures for their projects.

The proposed Zone is within a larger area of planned infrastructure improvement. The Highway 4 Bypass is a key factor in the development of the Zone. The Bypass is a 4-lane expressway, which will form the west boundary of the Antioch portion of the Zone and will split the Brentwood portion. Additionally, it is proposed that Antioch Creek be realigned to increase the capacity of the creek and its detention basin.

### **JOBS/HOUSING IMPACT**

The proposed Zone is projected to create from 10,000 to 16,000 new jobs in the area. The Zone is planned to attract major technology, research, and administrative office employers and associated jobs. The Zone would include a campus-like business cluster, a retail cluster with restaurants and service providers, a County judicial center, regional retail, community uses, and a mixed-use business park.

The proposed Zone helps to implement the Brentwood Comprehensive Economic Development Strategic Action Plan as well as the Antioch Economic Development Strategy.

### **EXISTING COMMITMENTS**

The cities of Antioch and Brentwood are in the process of obtaining pre-development commitments to begin the infrastructure improvements necessary for project completion. Antioch is in the process of forming a \$7 million Community Facilities District to fund the construction of Lone Tree Way through the Zone, and Phase I of Sunset Drive – the southern half of the Antioch portion of the Zone. Brentwood is currently preparing a \$30 million bond issue to fund its Infrastructure Plan, which includes its portion of improvements to Lone Tree Way and other infrastructure needed for its portion of the Zone. Both Cities are also participating in a fee development program to fund State highway improvements to SR-4.

### **EXPERIENCE WITH SIMILAR PROGRAMS**

Both Antioch and Brentwood have experience with large development projects. The cities have worked together on many projects, including the widening of Lone Tree Way.

Individuals involved in the project bring development experience to the proposed Zone. Howard Sword, Economic Development Director for the City of Brentwood, was formerly the on-site development director for the development of office and light industrial projects for the City of Pleasanton. Eli Naffah, Economic Development Director for the City of Antioch, helped form the La Mirada Business Park in Los Angeles County. Victor Carniglia and Mitch Oshinsky, Planning Directors for the two cities, have brought together everything for site specific zoning of area wide specific plan and citywide general plans. City Engineers Joe Brandt and John Stevenson have developed millions of dollars in infrastructure and successfully implemented many bond-financed projects. Bill Gegg has been a builder and developer in the Bay Area, and has successfully implemented many development projects.